

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:33 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 273 Const Calendar Day: 885 Date: 10-Feb-2012 Friday
Inspector Name: Bradd, David Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 07:30 pm Break: Over Time: 04:00

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge**Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Work description.

The contractor worked on Strands 34 and 35.

☐**04-0120F4 Bid Item: 067 C-PWS-021.067 Install & Adjust PWS 21-25**

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-031.067 Install & Adjust PWS 31-35

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	FOR	JERRY KUBALA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	MATTHEW HOLT	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	JAMES BENNINGHOVE	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Diary:

Dispute

General Comments **067 C-PWS-031.067**☐

Note: see Victor Altamirano' diary for labor.

07:00 Ar. Office. Office work. Documentation. Diary. Scheduling.

10:45 Ar. Jobsite.

Fd Benninghove crew preparing to float #34 around W-2. Elevation plates were set to insert Strand #34 into Slot D-S-6. Also, Fd Benninghove crew preparing Strand #34 for floating between the north floating arm and the north deviation saddle (esp., install foam padding on tip of floating arm where the floating arm shackle can meet the strand.

11:10 Float Strand #34 at north deviation saddle, jacking saddle and south deviation saddle.

Kubala crew began working on twist beginning at the west end of the south deviation saddle, working easterly.

Holt crew forms Strand #34 at the jacking saddle.

11:15 Benninghove crew begins forming Strand #34, beginning at west end of north deviation saddle.

11:30 Fd. 2 welders grinding/welding at the secondary hauling system frame at the north floating arm.

They were installing an idler pulley to lift the strands over the first roller on the secondary hauling system frame. The purpose of the pulley was also to reduce the amount of twist.

11:40 Kubala crew worked on twist of strand #34 at the south deviation saddle. The problem of twist is



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worst at the south deviation saddle.

12:00 Lunch. Addressed the issue of work on the bridge closure over the President's Day closure. Also addressed the safety issue of the demolition work on the YBITS project, the work adjacent to our work area.

13:15 Fd. Holt taking the belly out of Strand #34 between the north deviation saddle and the jacking saddle, and between the jacking saddle and the south deviation saddle.

Fd Benninghove crew installing #34 into slot D-N-6.

13:20 Fd contractor hauling #35 down the north side span.

13:30 Strand #35 arrived at transfer arm. Aaron Kent installed a hex clamp, inserted hex clamp into the transfer arm.

13:33 Disconnected Strand #35 from the primary hauling system bracket.

13:37 Return primary hauling system bracket to its starting position, up the north side span to the tower.

13:46 Attach Strand #35 to the secondary hauling system frame.

Installed new idler pulley at east end of north deviation saddle hauling frame (see 11:30, above.)

Begin hauling Strand #35 around W-2 saddles.

13:53 Remove PWS clamp from Strand #34 at north floating arm.

14:10 Fd Holt crew removing doubler plates from north deviation saddle, jacking saddle, and south deviation saddle.

14:20 Fd leading end of Strand #35 at south transfer arm.

Fd Strand #35 already disconnected from secondary hauling system, and attached to primary hauling system.

Secondary hauling system bracket moved back to its starting point at the north transfer arm.

14:28 Begin hauling Strand #35 up the south side span using the primary hauling system. An ironworker walked alongside the leading edge of the strand to insure that the strand fell into the hauling rollers.

15:13 The first torpedo goes through the idler pulley, got hung up, broke free and continued without problem. According to Victor Altamirano, the second torpedo passed the idler pulley without incident.

-----Begin Overtime-----

15:45 Benninghove crew installs PWS clamp on Strand #35 at the area of the south floating arm.

16:15 Fd Kublala crew preparing to float Strand #35 from the south floating arm to the tower.

16:20 Contractor moves primary hauling system frame back down the south side span.

16:25 Float Strand #35 at south side span, then float Strand #35 at the north deviation saddle, jacking saddle, and south deviation saddle.

16:30 Benninghove crew attaches restraints to Strand #35 at the north deviation saddle.

Holt crew restrains, then forms Strand #35 at the jacking saddle.

Holt crew also works out the twist in the areas between the deviation saddles and the jacking saddle.

Kublala restrains, and works out the twist in Strand #35 at the south deviation saddle.

16:42 Kubala crew takes break.

16:47 Benninghove crew begins forming Strand #35 at east end of north deviation saddle.

16:55 Holt crew completes forming Strand #35 at the jacking saddle.

Holt crew inserts Strand #35 into slot number J-S-7 at the jacking saddle.

17:00 Kubala crew forms Strand #35 at the south deviation saddle.

17:08 Jerry Kubala loosens the bolts on the PWS clamp at the south floating arm.

17:20 Strand #36 arrives at north transfer arm.

Aaron Kent detaches Strand #36 from the primary hauling system and attaches it to the secondary hauling system.

17:35 Begin hauling Strand #36 around the W-2 saddles using the secondary hauling system.

17:40 Holt crew installs strand jack between jacking saddle and south deviation saddle on Strand #35 to remove sag.

17:51 The leading end of Strand #36 arrives at the south transfer arm. Strand #36 is detached from the secondary hauling system, and attached to the primary hauling system.

17:56 The secondary hauling system bracket is returned to its starting position at the north transfer arm.

18:08 Begin hauling Strand #36 up the south side span using the primary hauling system.

18:10 Kubala crew continues installing Strand #35 at the south deviation saddle.

18:14 Kubala crew finishes installing Strand #35 at the south deviation saddle.



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18:18 Kubala crew removes PWS clamp from Strand #35 at the south floating arm.

Kubala crew uses hex clamp to form hex shape on Strand #35 between the south deviation saddle and the south floating arm.

18:30 (+/-) Problem at NDS. Strand restraint at north deviation saddle failed. Jimmy Benninghove cut his finger, but was able to continue work. When the restraint broke, the strand moved considerably, and it was necessary to remove the strand, re-form it, and re-install it.

19:00 End of field work. Work continued in the office.

20:00 End of work day.